

BULLETIN No. 19

The Michigan Central Railroad

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SEPTEMBER, 1929

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This bulletin is in the nature of an experiment, the success or outcome depends upon its reception from our members.

In the Baker Library may be found the annual reports of many of the roads. Some of these early reports make very interesting reading to the student of early railroad transportation. With a view of giving the brief history of roads lesser known and not already written, whose file of reports are practically complete this first bulletin will touch briefly the history of the Michigan Central R. R. Others in preparation are the Philadelphia, Wilmington & Baltimore R. R., Cleveland & Pittsburgh R. R., Central R. R. & Banking Co. of Georgia and the Philadelphia & Reading R. R.

Of the financial operations, save in so far as they affect the operating conditions, we are not interested, but we are interested in the early operating conditions as viewed from a historical standpoint.

Bulletin No. 20 will appear later in the year with the usual assortment of contributions. This bulletin will be furnished our members whose dues are paid for the current year. If it meets with your approval and you wish others to follow or if you have any suggestions to make, won't you voice your opinion so that the result of this experiment will become known.

The Michigan Central R. R.

By CHAS. E. FISHER.

Of the many railroads that were projected in the Middle West, the history of the Michigan Central forms an interesting link of the development of the roads in that section. The road was originally started by private enterprise. It commenced at Detroit and it was the intention of the owners to build to some point on Lake Michigan. The enterprise however, was taken over by the State, and in 1846, through former private enterprise and State construction, the road extended to Kalamazoo, 143 miles from Detroit. Difficulty of operation, it being out of its legitimate sphere of duty in railroad management, and lack of ability on the part of the State to complete the road and thus render it productive, raised the question of a sale and final disposal of all the public works owned by the State, and a request of the stockholders of Boston, Massachusetts, caused an examination to be made with a view to determine the future of that property.

A brief description of the condition of this property here may not be amiss. The superstructure of the road, the first thirty miles from Detroit, was composed of undersills, rough hewed upon two parallel sides, from trees of either oak or elm or any other kind nearest at hand with no regard to either fitness or liability to decay. Their thickness was from seven to eight inches, with bearings six to twelve inches and cross ties of white oak, placed three feet apart and spiked to the undersills, into which were laid white oak rails, six by six or five by seven inches square, secured by wedges or keys, the whole being supported upon short blocks of wood of different lengths. Westward, the superstructure was much the same, save on the undersills swamp oak, which had greater durability was used.

Portions of the road were in use as follows:

Detroit to Ypsilanti, 30 miles, since February, 1838.

Ypsilanti to Ann Arbor, 8 miles, since October, 1839.

Ann Arbor to Dexter, 11 miles, since July, 1840.

Dexter to Jackson, 28 miles, since January, 1842.

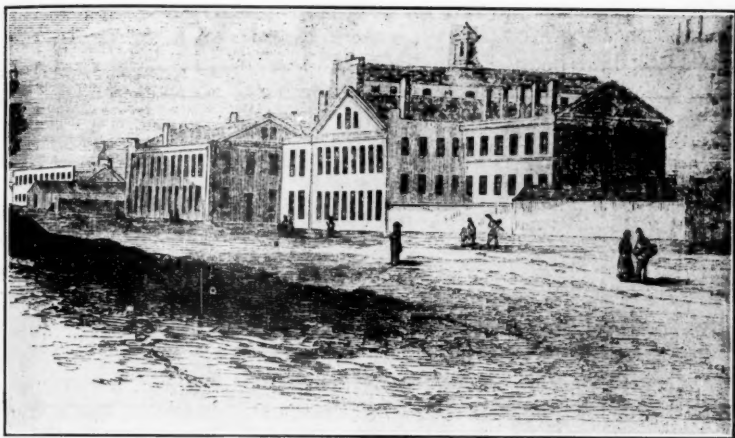
Jackson to Marshall, 32 miles, since August, 1844.

Marshall to Battle Creek, 13 miles, since November, 1845.

Battle Creek to Kalamazoo, 23 miles, since January, 1846.

On the first thirty miles out of Detroit, the superstructure was old and much decayed, having been renewed only by such repairs as were absolutely necessary, and the iron which was only $\frac{1}{2}$ by $2\frac{1}{4}$ inches was worn out and broken. The next twenty miles the iron was very much worn. From Jackson to Kalamazoo, $\frac{3}{4}$ by $2\frac{1}{2}$ inch iron was used and this and the superstructure was in good order. There was much useless bridging in place of embankments. Necessary bridging was limited as there are few streams of material size in that locality.

There were only four passenger stations on the line and none at Detroit, and such were of inferior order. Freight was



The Michigan Central R. R. Depot in Detroit, built in 1853.

Courtesy of L. H. Benton

delivered at Detroit a half mile from the river which necessitated a heavy charge for carting.

With the exception in the Huron River valley, the road was generally very straight and most curves quite gentle. The steepest grades were descending eastward, favorable to the heavier freight movement. The maximum grade was thirty feet to the mile and there were only one or two short pieces as steep as that. Through the Huron valley, where most of the strong curvature occurred, the road is either level or with a very slight grade. This, in brief, was the condition of the State owned road.

On March 28, 1846, the Senate and the House of Representatives of the State of Michigan authorized the sale of the Central Railroad and incorporated the Michigan Central Railroad Company. The incorporators were William Sturgess, John E. Thayer, Alexander Duncan, William F. Weld, Josiah Quincy, Jr., David A. Neal, John Bryant, James K. Mills, Erastus Coring, Thomas H. Perkins, John P. Cushing, George Griswold, John M. Forbes, R. B. Forbes, Dudley L. Pickman, John W. Brooks, Cyrus Butler, Moses B. Ives, Robert H. Ives, Edward King, John Carter Brown, Thomas H. Perkins, Jr., Marcus T. Reynolds, Garrett Y. Lansing, John Townsend and Rufus King. The State was to receive two million dollars for the road, five hundred thousand dollars to be paid within six months. The incorporators were allowed to commence business when two millions of stock had been subscribed. The road was to be capitalized at five millions of dollars with the privilege of increasing it to eight million. The charter provided for the taking over the State road and completing same to some point on Lake Michigan. Among the many items granted in this charter was the privilege of owning and operating eight steamboats, a privilege that was later used.

Mr. J. W. Brooks, in his report dated 1846, estimated that it would cost \$289,000.00 to complete the road from Kalamazoo to St. Joseph, which sum did not include the superstructure; \$27,600.00 should be spent for shops and necessary equipment; \$25,000.00 on depots between Detroit and Kalamazoo; \$138,000 for a station and repair shops at Detroit. His estimate of the cost of one mile of superstructure of H rail weighing 60 lbs. per yard was \$9750.00. These items, together with the cost of new equipment would bring the cost to \$2,072,850.00.

Of the equipment owned by the State road, the Michigan Central received the following:

| | | |
|--------------------------------------|----------------|-------------|
| Eight passenger cars | worth about \$ | 6500.00 |
| Four baggage cars | “ “ | 2400.00 |
| Twenty-nine eight wheel freight cars | “ “ | 9000.00 |
| Eighty-five four wheel freight cars | “ “ | 21000.00 |
| Twenty-five repairing cars | “ “ | 1000.00 |
| Six ten ton engines | | 24000.00 |
| One twelve ton engine | | 4000.00 |
| | Total | \$679000.00 |

The names of these seven engines we do not know. The U. S. Report of 1838 lists the following four locomotives on the Central R. R. of the State of Michigan:

- "Ironsides", 30 h. p., Denham & Co., 1836.
- "Detroit", 30 h. p., M. W. Baldwin, 1837.
- "Michigan", 30 h. p., M. W. Baldwin, 1837.
- "Pittsburgh", 30 h. p., McClung, Wade & Co., 1837.

The records of the Baldwin Locomotive Works indicate that in addition to the above two mentioned locomotives, they built for the State of Michigan the following locomotives:

| | | |
|----------|-------------------------------------|-------|
| B. L. W. | #93, "Ann Arbor" or "Pigeon", 1837, | |
| | may have been renamed "Michigan". | |
| " | #130, No name | 1838. |
| " | #148, "Munroe" | 1839. |
| " | #149, "Dexter" | 1839. |
| " | #170, "Jackson" | 1842. |
| " | #171, "Marshall" | 1842. |
| " | #185, "Hillsdale" | 1843. |

The Baldwin records indicate that these engines doubtless had only one pair of driving wheels, four wheel leading truck and cylinders either 11 or 12 inches in diameter with 16 inch stroke. A report of the Philadelphia & Reading R. R. for 1844 states that during the year, one locomotive has been disposed of to the State of Michigan, but does not mention the name. From the names alone, it might indicate that the "Monroe" and "Hillsdale" went to that other railroad enterprise of the State of Michigan and the three of most recent construction date went to the Michigan Central R. R.

The First Annual Report of the Michigan Central R. R. is dated June, 1847. Mr. J. M. Forbes of Boston was President, Mr. George B. Upton of Boston was Treasurer and Mr. J. W. Brooks was the Superintendent and Engineer. The reports of the latter gentleman are of no little interest during the years that follow as they indicate the growth of this railroad enterprise.

Report of 1847.

On September 23, 1846, The Michigan Central R. R. made their first payment to the State of Michigan and took possession of the road. From that date to the 30th of April, the road earned \$209,300.10; cost of operation was \$86,167.49, leaving net earnings to the amount of \$123,132.61. The road was extended to Antwerp, 13 miles west of Kalamazoo, while preparations were made for relaying much of the track already in service, erecting the needed structures mentioned in the report of Mr. Brooks and the purchase of new equipment.

Report of 1848.

| | | | |
|----------------------|-----|-----------------------------|-----|
| Miles Operated | 161 | No. of Locomotives | 16 |
| Detroit to Paw Paw. | | No. of Passenger Cars | 14 |
| | | No. of Freight Cars | 268 |

Work continues on the reconstruction of the old road, curves are eliminated in the Huron valley and at Marshall, new bridges put over the Kalamazoo River and new rail laid between Detroit and Jackson. Terminal features including a new passenger, freight house and warehouses at Detroit have been completed; machine shops, 16 stall engine house with turntable have been finished. Marshall, being 106 miles from Detroit and 111 from New Buffalo was selected as the central depot for storing locomotives and cars. In order to protect the interest of the road against the steamship companies, a steamboat is under construction. Lack of car shops in the vicinity has also caused the road to begin construction of their own. During the year two loans were authorized by the Directors, one for one million five to ten year bonds bearing 8%, the other of eight hundred thousand convertible to stock at par, also bearing 8%. The full sum of both of these loans were subscribed.

Report of 1849.

| | | | |
|-------------------------|-------|----------------------------------|-----|
| Miles Operated | 218.5 | No. of Locomotives | 26 |
| Detroit to New Buffalo. | | No. of Passenger Cars | 24 |
| | | No. of Freight & Work Cars | 372 |

On April 23, 1848, the road was opened from Detroit to New Buffalo, Mich. On May 28, 1848, the steamboat "Mayflower", of 1354 tons, with accommodations for 300 cabin passengers and from 3 to 500 deck and steerage passengers was placed in service

on Lake Erie. The cost of completing and rebuilding the road is given as \$6,300,000.00 or \$29,000.00 per mile, which includes the cost of the steam boat "Mayflower", but even this figure compares favorably with the construction of other roads as follows:

| | |
|---|---------------------------|
| Michigan Central | cost per mile \$29,000.00 |
| Boston & Maine | " " " 44,000.00 |
| Boston & Providence | " " " 63,000.00 |
| Western Rail Road | " " " 67,000.00 |
| Fitchburg Rail Road | " " " 53,000.00 |
| Eastern Rail Road | " " " 59,000.00 |
| Old Colony Rail Road | " " " 47,000.00 |
| Boston & Worcester, 2/3 double track (branches not double) | " " " 67,000.00 |
| Utica & Schenectady | " " " 40,000.00 |
| Albany & Schenectady | " " " 95,000.00 |
| Syracuse & Utica | " " " 37,000.00 |

Report of 1850.

| | | | |
|-------------------------|------------|----------------------------|----------|
| Miles Operated |218.5 | No. of Locomotives | 28 |
| Detroit to New Buffalo. | | No. of Passenger Cars | 33 |
| | | No. of Freight & Work Cars |418 |

This report includes the first complete year of operation in which the road's total receipts were \$698,876.12, expenses \$301,649.13 leaving a total net income of \$397,226.99 out of which the interest on the bonded debt and 8% dividends on the stock was paid. Earnings were reduced through competition with the Upper Lake Boats upon which the public had been accustomed to travel causing this road to reduce the cabin fares from \$6.00 to \$5.00. This together with the fear of cholera which checked all western travel and a shortage in the wheat crop caused a decrease in earnings. The stockholders voted to extend the road to Michigan City, 9½ miles at which point the road could make connection with roads either to be built or holding charters at the head of Lake Michigan. During the year the Legislature of the State of Michigan chartered several plank roads, five of them having been commenced. One started from Jackson northward, one from Battle Creek northward, one from Kalamazoo southward, one from Paw Paw northwesterly and one from Michigan City southeasterly. These roads were built of white oak at a cost of about \$1500.00 per mile and served the agricultural interests in getting their freight to the railroad.

Except during the winter months, two through trains were operated between Detroit and New Buffalo. At the latter place connections were made by boat for Chicago and Milwaukee. At Detroit connections were made with their boats for Buffalo and

with friendly interests for Cleveland and Sandusky. By these lines, passengers were carried from Milwaukee to Buffalo in 45 hours and from Chicago to Buffalo in 35 hours. The following statement is interesting but must have been rather hard on the emigrants—"Emigrant passengers with their large quantities of luggage are carried by the freight trains, in comfortable cars, prepared for taking certain kinds of return freight. These cars much of the time would go westward empty but for this class of passengers to fill them with." One might well speculate as to their "comfort".

Report of 1851.

| | | | |
|---------------------------|-----|--------------------------------|-----|
| Miles Operated | 228 | No. of Locomotives | 27 |
| Detroit to Michigan City. | | No. of Passenger Cars | 33 |
| | | No. of Freight & Work Cars.... | 458 |

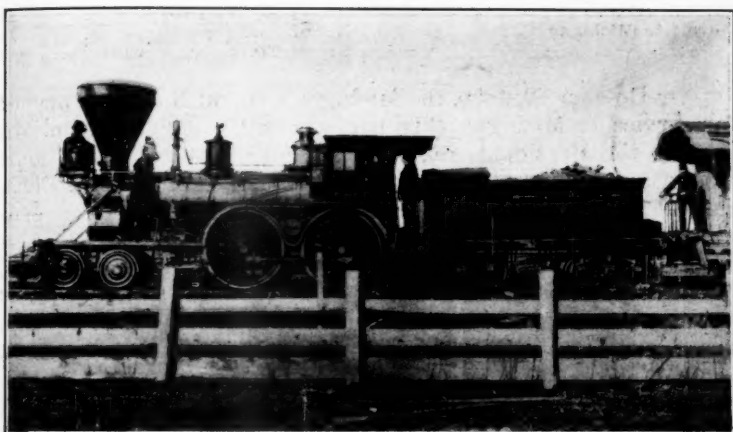
On October 30, 1850, the Michigan Central R. R. was opened for service to Michigan City but even with this extension, Mr. Forbes, the President, realized that ultimately the road must reach Chicago. On the east end, the Great Western Ry. of Canada was building between Niagara Falls and Detroit. Competition decreased somewhat on the Lakes and many of the best boats made connections at Detroit for Cleveland and Buffalo. The fare from Buffalo to Chicago via boat and rail was \$11.00 which included stateroom and meals on the boats. A new grain depot together with machinery was placed in service in Detroit and on the road bed, sixteen miles of flat bar track between Jackson and Kalamazoo was replaced with heavy rails and additional rails were ordered during the year to complete this work for the entire road.

Report of 1852.

| | | | |
|----------------------|-----|--------------------------------|-----|
| Miles Operated | 269 | No. of Locomotives | 34 |
| Detroit to Chicago. | | No. of Passenger Cars | 35 |
| | | No. of Freight & Work Cars.... | 548 |

The Michigan Central gained its entrance to Chicago only after a bitter fight with its rival and neighbor, the Michigan Southern & Northern Indiana R. R. This latter road, the Michigan Southern was the other state owned road and was built from Monroe to Hillsdale, a distance of sixty-seven miles. For some years this enterprise lay dormant. In 1835 the State of Indiana chartered a road, later known as the Northern Indiana to built from La Porte to Michigan City, but between the panic of 1837

and the epidemic of 1838, only one mile of this road was built under the original name. The Michigan Southern road bought the Northern Indiana, originally considered worthless by the Michigan Central and began laying rails from White Pigeon through Elkhart to Chicago. The latter road wanted a monopoly of the Chicago business and the Michigan Central tried to block them and obtain a charter of their own across the State of Indiana. This was refused. The Michigan Central then tried to oust the Southern road from the State of Michigan. This also was refused and both sides withdrew from the capitals. While in Indianapolis however, the Michigan Central made ar-



Michigan Central R. R. "Persian" built by Detroit Locomotive Works, 1854.

rangements with the New Albany & Salem R. R., a road building from New Albany on the Ohio River to Lafayette and Michigan City, for that road to build a branch from Michigan City to the Illinois line and lease this branch in perpetuity to the Michigan Central R. R. This having been done, the Michigan Central built the branch. The Illinois Central R. R., after the Michigan Central had failed to get permission to build to Chicago in the State of Illinois, agreed to divert their road to the Indiana line so that the Michigan Central could enter Chicago over its tracks. In this way did the Michigan Central effect an entrance to Chicago. The road was opened for through service on May 21st, 1852.

The preceding December, the Steamer "Mayflower" stranded on the coast of Pennsylvania. Not being able to get the vessel off the bar before winter, it was necessary to build a breakwater to protect the vessel from the ice floes. In the spring it was necessary to raise the vessel on screws and repair it in that position, then let down on scows which taking part of the weight reduced the draft and then allowed to float away. The cost of all these items amounted to \$66,000.00.

Report of 1853.

| | | | |
|----------------------|-----|--------------------------------|-----|
| Miles Operated | 269 | No. of Locomotives | 34 |
| Detroit to Chicago. | | No. of Passenger Cars | 49 |
| | | No. of Freight & Work Cars.... | 612 |

During the year the road felt keenly the effects of competition and waited with no little eagerness for the completion of roads at either end. By filling in some property and building a wharf at Detroit, all of the property in that place was unified. Upon this property new buildings were erected and others arranged and the shops were enabled to turn out 25 double freight cars a month (eight wheeled cars). The construction of four freight engines in their own shop was commenced this year. In order to care of the rolling stock on the west end of the road, new shops and suitable equipment was erected at Michigan City. "Quite a number of our Locomotives have been improved in their power, by enlarging their fire-boxes, and entirely altering their valve gear, rendering them much more efficient than before. These changes have cost a good deal of money, but inefficient locomotives cost a good deal of reputation."

Report of 1854.

| | | | |
|----------------------|-----|-------------------------------|-----|
| Miles Operated | 264 | No. of Locomotives | 47 |
| Detroit to Chicago. | | No. of Passenger Cars | 55 |
| | | No. of Freight & Work Cars... | 709 |

Late in January of this year, the Great Western Ry. of Canada was opened for traffic between Windsor (ferry to Detroit) and Niagara Falls. Trains are making the 228 miles in 8½ hours thus giving service between Chicago and New York in 36 hours. The New Albany road was expected to be opened on July 5, 1854, the Illinois Central was open for 106 miles from Chicago, and the Aurora Road gave connections with Bloomington, 162 miles. On July 8, 1853 the new steamer "Plymouth

Rock'' and two days later the new steamer ''Western World'' were placed in service on Lake Erie. The opening of the Great Western Ry. meant much to the Michigan Central R. R. During the winter, bound by the ice on Lake Erie the road was dependent solely upon local freight and passenger business and while this connection was opened too late for it to be reflected in its earnings the earnings were considerably larger than the year previous.

Report of 1855.

| | | | |
|----------------------|-----|-------------------------------|------|
| Miles Operated | 269 | No. of Locomotives | 64 |
| Detroit to Chicago. | | No. of Passenger Cars | 86 |
| | | No. of Freight & Work Cars... | 1001 |

The Report of 1855 is of unusual interest. Mr. J. M. Forbes, President of the road since its beginning is now succeeded by Mr. J. W. Brooks, formerly Superintendent. Mr. G. B. Upton, the first Treasurer, retired because of private interests and is succeeded by Mr. Isaac Livermore and we find Mr. R. N. Rice as Superintendent. During the past year passenger earnings increased 46%, freight earnings increased 34%, but operating expenses increased 48%. The rise of the latter was caused by an increase in the amount of fuel on hand, increases in price of materials and labor, cost of keeping agencies out of the state and which later have been discontinued by agreement with the Michigan Southern & Northern Indiana R. R., low rates of fare and freight which later were raised by the commission. During the winter the Great Western was obliged to cart all freight on both sides of the Suspension Bridge at Niagara Falls which caused this road to daily decline at Chicago many profitable shipments.

The work of constructing terminal facilities in Chicago in connection with the Illinois Central R. R. was carried through the year. The passenger depot was to be occupied jointly by the Illinois Central, Michigan Central and such other roads as care to avail themselves of the opportunity. Property on which the freight stations and other buildings were erected were owned by the individual companies. During the year the New Albany & Salem R. R. has been opened its entire length from Michigan City to the Ohio River a distance of 228 miles. In March, 1855, the Chicago, Burlington & Quincy, formerly the Chicago & Aurora and the Central Military Tract Railroads were opened to the Mississippi River.

The cost of the Michigan Central from Detroit to the junction of the Illinois Central R. R., in Illinois, including depot accommodations in Chicago has been \$10,300,147.00. In addition, the road had invested in steamboats \$343,880.04. They had purchased in stocks and bonds of the New Albany & Salem R. R. \$599,763.99 and in Construction Bonds of the Illinois Central R. R., \$800,000.00. The Michigan Central together with the Illinois Central leased the Joliet & Northern R. R. connecting at Lake Station, Indiana with the Chicago, Alton & St. Louis Air Line at Joliet, Ill.

The loss of the Steamer "Mayflower" last fall made it necessary to charter another steamer in connection with the "Plymouth Rock" and "Western World" on Lake Erie.

During the summer of 1854 and until the close of navigation, three through daily passenger trains were operated between Detroit and Chicago and one from Chicago to Michigan City which formed a through train to Cincinnati over the New Albany & Salem R. R.

The most interesting contribution Mr. Rice makes to his report is a list of locomotives in service on the road for that year which is as follows:

| | | | | | |
|----------------|--------------------------|-------------|---|---------|-----|
| Bald Eagle | Amoskeag Co., Manchester |16x20" | 4 | drivers | 72" |
| White Eagle | Amoskeag Co., Manchester |" | 4 | " | " |
| Grey Eagle | Amoskeag Co., Manchester |" | 4 | " | " |
| Black Eagle | Amoskeag Co., Manchester |" | 4 | " | " |
| American Eagle | Amoskeag Co., Manchester |" | 4 | " | " |
| Golden Eagle | Amoskeag Co., Manchester |" | 4 | " | 66" |
| Flying Cloud | Amoskeag Co., Manchester |" | 4 | " | " |
| White Cloud | Amoskeag Co., Manchester |" | 4 | " | 72" |
| Storm Cloud | Amoskeag Co., Manchester |" | 4 | " | " |
| North Wind | Amoskeag Co., Manchester |16x22" | 4 | " | " |
| East Wind | Amoskeag Co., Manchester |" | 4 | " | " |
| South Wind | Amoskeag Co., Manchester |" | 4 | " | " |
| West Wind | Amoskeag Co., Manchester |" | 4 | " | " |
| Trade Wind | Amoskeag Co., Manchester |" | 4 | " | " |
| Whirlwind | Amoskeag Co., Manchester |" | 4 | " | 66" |
| Challenge | M. C. R. R. |16x20" | 4 | drivers | 66" |
| Defiance | M. C. R. R. |" | 4 | " | " |
| Grey Hound | Lowell |16x22" | 4 | " | 72" |
| Wolf Hound | Lowell |" | 4 | " | " |
| Fox Hound | Lowell |" | 4 | " | " |
| Stag Hound | Lowell |" | 4 | " | " |
| Pioneer | Hinkley & Drury, Boston |15x18" | 4 | " | 60" |
| Comet | Hinkley & Drury, Boston |" | 4 | " | " |
| Torrent | Hinkley & Drury, Boston |" | 4 | " | " |
| Herald | Hinkley & Drury, Boston |" | 4 | " | " |
| Reindeer | Hinkley & Drury, Boston |" | 4 | " | " |
| Antelope | Hinkley & Drury, Boston |" | 4 | " | " |
| May Flower | Hinkley & Drury, Boston |" | 4 | " | " |
| Gazelle | Hinkley & Drury, Boston |" | 4 | " | " |
| Hurricane | M. C. R. R. |" | 4 | " | " |

| | | | | | |
|--------------|---------------------------------------|--------|---|---|-----|
| Cataract | M. C. R. R. | " | 4 | " | " |
| St. Joseph | Lowell | 12x18" | 4 | " | 36" |
| Jupiter | Amoskeag Co., Manchester | 16x20" | 6 | " | 48" |
| Saturn | Amoskeag Co., Manchester | 16x20" | 6 | " | " |
| Neptune | Amoskeag Co., Manchester | " | 6 | " | " |
| Mars | Amoskeag Co., Manchester | " | 6 | " | " |
| Pluto | Amoskeag Co., Manchester | " | 6 | " | " |
| Twilight | New Jersey Loco. Mfg. Co. | " | 6 | " | " |
| White Bear | Detroit Locomotive Works | " | 6 | " | " |
| Grizzly Bear | Detroit Locomotive Works | " | 6 | " | " |
| Brown Bear | Detroit Locomotive Works | " | 6 | " | " |
| Black Bear | Detroit Locomotive Works | " | 6 | " | " |
| R. Mountain | Hinkley & Drury, Boston | " | 6 | " | " |
| Salamander | Hinkley & Drury, Boston | " | 6 | " | " |
| Hecla | Hinkley & Drury, Boston | " | 6 | " | " |
| Aetna | Hinkley & Drury, Boston | " | 6 | " | " |
| Niagara | Hinkley & Drury, Boston | " | 6 | " | " |
| Vesuvius | Hinkley & Drury, Boston | " | 6 | " | " |
| Peninsular | M. C. R. R., Detroit | " | 6 | " | " |
| Gollah | M. C. R. R., Detroit | " | 6 | " | " |
| Washington | M. C. R. R., Detroit | " | 6 | " | " |
| Samson | M. C. R. R., Detroit | " | 6 | " | " |
| Giant | M. C. R. R., Detroit | " | 6 | " | " |
| Lion | M. C. R. R., Detroit | " | 6 | " | " |
| Tiger | M. C. R. R., Detroit | " | 6 | " | " |
| Ajax | Amoskeag Co., Manchester | 15x24" | 4 | " | 54" |
| Atlas | Amoskeag Co., Manchester | " | 4 | " | " |
| Ceres | Amoskeag Co., Manchester | " | 4 | " | " |
| Stranger | Amoskeag Co., Manchester | " | 4 | " | 60" |
| Vulcan | Hinkley & Drury, Boston | 15x20" | 4 | " | 54" |
| Hercules | Hinkley & Drury, Boston | " | 4 | " | " |
| B. Creek | Hinkley & Drury, Manchester | " | 4 | " | " |
| Swallow | Baldwin | 12x18" | 2 | " | 60" |
| Alert | Baldwin | 10x18" | 2 | " | 54" |

Unfortunately the construction dates are not given nor do they appear in any subsequent reports. It would appear that the "Swallow" and "Alert" were possibly two engines received from the State owned road having been renamed. In his report, Mr. Rice mentions the "Challenge" and "Defiance" having been constructed that year in the shops of the company, also that four of the above engines are small and used only for training (switching) cars at Detroit, Chicago and Michigan City. Previous reports have indicated that the State owned engines of two drivers were in a few instances rebuilt with four drivers but their condition doubtless was such as to cause them to disappear rapidly after the Michigan Central R. R. was formed.

Another interesting item is that four new cars were built with 12 wheels being fitted for carrying mails and express.

In the freight equipment, of 530 covered eight wheel freight cars, 50 were fitted up with platforms and movable seats for transporting emigrants westward and freight eastward.

Report of 1856.

| | | | |
|------------------------------|-----|-------------------------------|------|
| Miles Operated | 315 | No. of Locomotives | 85 |
| Detroit to Chicago & Joliet. | | No. of Passenger Cars | 146 |
| | | No. of Freight & Work Cars... | 1429 |

This year, the third of the roads through operation to Chicago affords a fair comparison in the matter of earnings. The gross earnings increased this year well over half a million dollars, an increase of 26% over the year previous and 142% over the year previous to that. Even this was not up to expectations due to a poor wheat crop but this was offset from the revenue derived from other merchandise.

In Chicago, the Illinois Central began operations during the year to Cairo, Ill., and arrangements made for the Chicago, Alton & St. Louis to St. Louis; the Northern Cross R. R. to Quincy and the Chicago, Burlington & Quincy roads to use the same station.

On Lake Erie, the Steamer "Mississippi" was purchased to run in connection with the two other steamers to Buffalo.

In the matter of train service, four through trains each way daily are in operation with close connection at Detroit with The Great Western Ry. They also connected with all steamboat lines on Lake Erie. The running time of the trains was as follows:

| Going East | | | |
|-------------------|-----------------|---------------|-------------------|
| | Leave Chicago | Reach Detroit | Arr. at S. Bridge |
| Lightning Express | 5.15 A. M. | 2.45 P. M. | 11.15 P. M. |
| Day Express | 7.00 A. M. | 6.50 P. M. | 4.50 A. M. |
| P. M. Express | 3.45 P. M. | 4.30 A. M. | 3.25 P. M. |
| Night Express | 10.00 P. M. | 9.15 A. M. | 7.50 P. M. |
| Going West | | | |
| | Leave S. Bridge | Leave Detroit | Arr. Chicago |
| Mail Express | 8.05 P. M. | 6.45 A. M. | 7.40 P. M. |
| Night Express | 11.45 P. M. | 8.30 A. M. | 7.50 P. M. |
| A. M. Express | 7.30 A. M. | 6.00 P. M. | 6.30 A. M. |
| Day Express | 11.45 A. M. | 9.15 P. M. | 8.10 A. M. |

All first class passenger cars now in use have twelve wheels. First mention of these cars appears in the report dated 1849.

Mention is first made in this report of the construction of a telegraph line to be owned by the company and under its control.

Outside connected engines have evidently established their reputation for the report mentions the following inside connected as having been changed to outside: "Washington", "Peninsular", "Niagara", "Goliath", "Vesuvius" (not quite finished), "Gazelle", "Torrent" and "Comet", the last three being passenger engines, the former freight. During the past winter, which

was very severe, 54 locomotive driving wheels were broken and wrought iron drivers were ordered for 24 locomotives part of which were going into service.

Mr. William Boott, was appointed to a newly created office, that of Auditor, whose duty it will be to inspect in detail the accounts of officers and employees as have handling of money both in Boston and in Michigan.

Report of 1857.

| | | | |
|------------------------------|-----|-------------------------------|------|
| Miles Operated | 315 | No. of Locomotives | 92 |
| Detroit to Chicago & Joliet. | | No. of Passenger Cars | 146 |
| | | No. of Freight & Work Cars... | 1525 |

In the spring of this year the road began to feel the effect of the money stringency in the west. Further traffic losses were suffered by loss of through traffic caused by bridges being washed out on the New York Central & Hudson River and the New York & Erie roads and in March, the Desjardines Bridge on the Great Western Ry. stopped this road for two weeks. The unusually severe winter caused further trouble with the old cast iron drivers and also with the crank axles. The telegraph line was completed and in operation July 1, 1856. It is estimated that 50% more business can be done on a single track with the aid of the telegraph than without it. In Chicago, arrangements were made with the Chicago, Burlington & Quincy and the Galena & Chicago roads to operate through trains to the Illinois Central-Michigan Central passenger station. This made an aggregate of thirty-four arrivals and departures daily.

Report of 1858.

| | | | |
|------------------------------|-----|-------------------------------|------|
| Miles Operated | 315 | No. of Locomotives | 31 |
| Detroit to Chicago & Joliet. | | No. of Passenger Cars | 89 |
| | | No. of Freight & Work Cars... | 1433 |

In this report, is mentioned for the first time the directors of the road. The following men were chosen directors at the Annual Meeting, June 28, 1858: Messrs. John W. Brooks, Nathaniel Thayer, R. B. Forbes, H. H. Hunnewell and H. H. Ward—en all of Boston, D. D. Williamson and Thomas Tileston of New York, Eleon Farnsworth of Detroit and Erastus Corning of Albany. J. W. Brooks was President, R. B. Forbes Vice President, Isaac Livermore Treasurer, R. N. Rice, Superintendent, William Boott Auditor and Wm. B. Fowle, Jr., Clerk.

Like all other business enterprises, the road suffered as the re-

sult of the depression. Gross earning dropped over \$600,000.00 or 20%. Business was so poor on Lake Erie that the line of steamers was not operated but arrangements made with the Western Transportation Co. to render the service formerly given by the road. Undoubtedly the depression in business had something to do with this, but on Nov. 1, 1857, the Michigan Central entered into an agreement with the Michigan Southern & Northern Indiana R. R., in which the through passenger business was to be divided equally and the through freight business to be divided equally on all the freight over 58% carried by the M. C. R. R. and 42% carried by the M. S. & N. I. R. R. The contract to continue for one year unless revoked by thirty days notice by either party. Under this contract most of the solicitors expense is reduced.

Report of 1859.

| | | | |
|------------------------------|-----|-------------------------------|------|
| Miles Operated | 315 | No. of Locomotives | 98 |
| Detroit to Chicago & Joliet. | | No. of Passenger Cars | 136 |
| | | No. of Freight & Work Cars... | 1535 |

The business depression continues. Local business fell off 13% and through business fell off 33 $\frac{1}{3}$ %. This was due largely to the decrease in business in points beyond the Michigan Central, the opening of new lines which took business from the two Michigan roads, competition among the four large seaboard systems resulting in a decrease in freight revenue as well as on the Lake steamships resulting in an abnormally low rate of freight charged there.

Report of 1860.

| | | | |
|------------------------------|-----|-------------------------------|------|
| Miles Operated | 315 | No. of Locomotives | 98 |
| Detroit to Chicago & Joliet. | | No. of Passenger Cars | 139 |
| | | No. of Freight & Work Cars... | 1536 |

The following statement is of interest—"While the tonnage has increased about 25%, the miles run by freight trains has increased about a half of one per cent. Much of the economy in this latter is due to an improved system of keeping an accurate account of the load carried by each engine, thus bringing the accountability home to each engineer." One first class sleeping car (with seats arranged for sleeping) and three drover's sleeping cars were built new at the shops this year. On July 1, 1859, Mr. S. T. Newhall, the Superintendent of Motive Power died and was succeeded by Mr. A. S. Sweet, Jr., from the Buffalo & State Line R. R.

Report of 1861.

| | | | |
|------------------------------|-----|-------------------------------|------|
| Miles Operated | 315 | No. of Locomotives | 98 |
| Detroit to Chicago & Joliet. | | No. of Passenger Cars | 118 |
| | | No. of Freight & Work Cars... | 1311 |

The outbreak of the War injured the passenger business to some extent but the freight revenue increased 26%. An important item now in the freight business is the live stock. During the year 60,857 head of "neat cattle" were moved. The currency situation in the State of Illinois caused no little trouble but with the withdrawal from circulation of the bills of the banks that have failed, the situation will rapidly clear. In reading these reports one cannot but be impressed but that the management kept the road in good condition by laying new rails, replacing old bridges, using stone culverts, reballasting with gravel, replacing worn out ties, etc. One interesting item of expense during the current year was for a new and powerful windmill for pumping water at Chicago, Ill. The report fails to mention the cost. The road has now Mr. C. H. White, Superintendent of the Eastern Division and Mr. S. R. Johnson, Superintendent of the Western Division, but the duties of these men were confined solely to the upkeep of the road way.

Report of 1862.

| | | | |
|------------------------------|-----|-------------------------------|------|
| Miles Operated | 315 | No. of Locomotives | 98 |
| Detroit to Chicago & Joliet. | | No. of Passenger Cars | 108 |
| | | No. of Freight & Work Cars... | 1546 |

Passenger earnings which have decreased every year since 1857 show a still further decrease but freight earnings show an increase of 28%. During the year an arrangement was entered into with the Louisville, New Albany & Chicago R. R., to operate the Northern Division of that road, between Michigan City and Lafayette, 91 miles, and under this arrangement through cars were run between Detroit and Lafayette. By agreement with the roads between Lafayette and Cincinnati, the Michigan Central furnishes cars for two through trains between Cincinnati and Chicago. The completion of the Indianapolis and Cincinnati road is expected to further increase the Cincinnati to Chicago business.

Mr. A. S. Sweet, Jr., Locomotive Superintendent, reports that during the year he has had one coal burning locomotive running and one other which will be finished in about six weeks. He

expresses the hope that if the Jackson coal can be made to burn satisfactorily, there will be two coal burning locomotives in service on each division by the close of the year (1862) and expresses the opinion that much time now lost by wooding up engines will be saved.

Report of 1863.

| | | | |
|------------------------------|-----|-------------------------------|------|
| Miles Operated | 315 | No. of Locomotives | 98 |
| Detroit to Chicago & Joliet. | | No. of Passenger Cars | 108 |
| | | No. of Freight & Work Cars... | 1579 |

The earnings of the road show a marked improvement over the year preceding. Passenger earnings increased 23% and freight earnings increased 27%. With regards to the success of burning coal in the locomotives, the need for engines was so great that no further conversions were made. Nothing was done with regards to the Jackson coal save to learn what was necessary to burn it and as the cost was more than wood, the road considered they lost nothing by the delay.

Report of 1864.

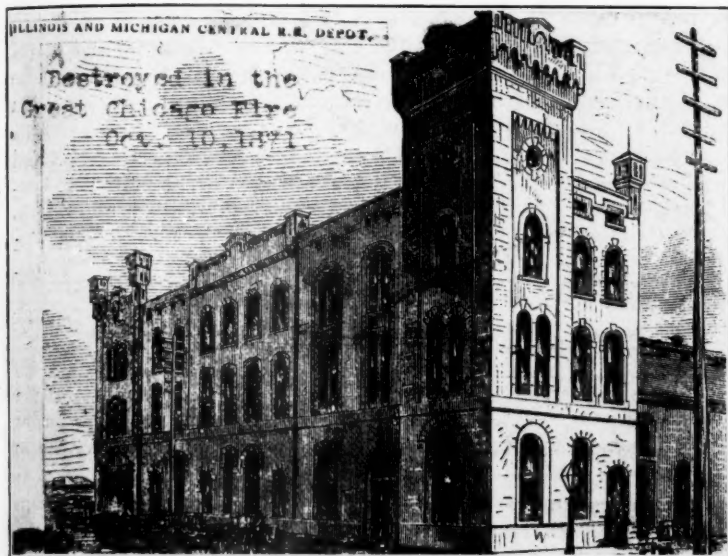
| | | | |
|------------------------------|-----|-------------------------------|------|
| Miles Operated | 315 | No. of Locomotives | 97 |
| Detroit to Chicago & Joliet. | | No. of Passenger Cars | 97 |
| | | No. of Freight & Work Cars... | 1558 |

Further gains in both passenger and freight business are reported. The agreement with the Louisville, New Albany & Chicago R. R. was modified on Sept. 30, 1863 so that the Michigan Central work only the passenger trains between Michigan City and Lafayette. The road continues to operate only three through trains and one local between Detroit and Dexter. Mention is made that the engine "Salamander" is being rebuilt from a ten-wheel engine to a powerful eight wheel engine, 16x24" cylinders 60" drivers, together with such improvements as the vibrating truck, tubular exhaust heater, Gregg's patent driving-wheel, entire new tank and tender. The engine is entirely new, except a portion of the outside shell of the boiler. The "South Sea" was the first coal burner brought out and its performance indicated that the only necessary changes were to change the metal in (copper fireboxes were used on the coal burners after the "South Sea" was equipped) and around the fireboxes. The "South Sea" made about 35 miles to each ton of coal consumed, but the firebox has given out in consequence of the narrow water space and iron box.

Report of 1865.

| | | | |
|------------------------------|-----|-------------------------------|------|
| Miles Operated | 315 | No. of Locomotives | 97 |
| Detroit to Chicago & Joliet. | | No. of Passenger Cars | 100 |
| | | No. of Freight & Work Cars... | 1552 |

In this report, mention is made of the growing live stock trade. In Detroit, in order to eliminate the necessity of driving the cattle through the streets, several lots of land along the river below the depot were purchased. In Chicago, the Union Stock Yards Co. was forming to eliminate the driving of cattle from



The Illinois Central-Michigan Central Depot in Chicago, destroyed by fire, Oct. 10, 1871.

Courtesy of L. H. Benton

one yard to another and for these items the road spent \$214,172.94. 87,000 head of cattle were carried over the road during the year. The workings of the telegraph were so satisfactory that during the year another wire was added between Detroit and Chicago. In the matter of coal burning locomotives, Mr. Sweet expresses the opinion that only copper fireboxes will withstand the Jackson coal. Mr. J. B. Sutherland, Sup't of the Car Department states that during the year five passenger cars

were repainted, ventilated and roofs raised and that in order to sustain the reputation of the road the roofs of all cars that run in the day time should be raised.

Report of 1866.

| | | | |
|------------------------------|-----|-------------------------------|------|
| Miles Operated | 315 | No. of Locomotives | 97 |
| Detroit to Chicago & Joliet. | | No. of Passenger Cars | 90 |
| | | No. of Freight & Work Cars... | 1542 |

During all these years, no mention has been made of any railroads being built in the State of Michigan. Such roads as have been mentioned were such as would give connections with the Michigan Central at either end of the road or their chief rival—the Michigan Southern & Northern Indiana. The Jackson, Lansing & Saginaw R. R. was open during the year from Jackson to Lansing, its Superintendent was Mr. J. F. Foxen, formerly with the Michigan Central and this road is expected to be a valuable feeder. During the year, three miles of second track was laid between Detroit and Grand Trunk Jct. to facilitate the moving of freight between the two roads. In October, 1865, the large freight station in Detroit and its contents was destroyed by fire.

Report of 1867.

| | | | |
|------------------------------|-----|-------------------------------|------|
| Miles Operated | 315 | No. of Locomotives | 97 |
| Detroit to Chicago & Joliet. | | No. of Passenger Cars | 102 |
| | | No. of Freight & Work Cars... | 1707 |

On January 1st, 1867, the Great Western Ry. completed the changing of their track to standard gauge which will permit free interchange of cars between that road and lines connecting with it. A car ferry was constructed so as to bring the cars to the Michigan Central at Detroit and the equipment of the Great Western was being changed so as to permit interchange with its connections. A freight line, known as the "Blue Line" was organized during the year, the cars being owned by the participating companies so that freight from New York, Boston and other eastern cities could be shipped without breaking bulk to Chicago, St. Louis, Cairo and other western cities. The Jackson, Lansing & Saginaw road has been extended to Owosso where it taps the Milwaukee road and is bringing to the Michigan Central freight consisting of lumber, staves, stock, plaster and produce that formerly moved across the lake. The uniform gauge on the Great Western Ry. permitted the inauguration

of one through passenger train between Chicago and Suspension Bridge via the ferry at Detroit. A Palace Hotel Car was put on in the spring of 1867 between Chicago and Albany. A line of refrigerator cars, for the transportation of fresh meats and other perishables was put in service this year between Chicago and other eastern cities. In the matter of equipment with the southern roads, new contracts were made with the Louisville, New Albany & Chicago, the Lafayette & Indianapolis, the Indianapolis & Cincinnati and the Jeffersonville road, whereby each road would furnish its quota of cars for this service between Chicago, Lafayette, Indianapolis, Cincinnati, Jeffersonville and Louisville.

Report of 1868.

| | | | |
|------------------------------|-----|-------------------------------|------|
| Miles Operated | 315 | No. of Locomotives | 98 |
| Detroit to Chicago & Joliet. | | No. of Passenger Cars | 105 |
| | | No. of Freight & Work Cars... | 1775 |

In this report, the name of John W. Brooks, who was with this road when it first started as Superintendent, later as President, does not appear and has given way to Mr. James F. Joy of Detroit. Mr. H. E. Sargent has succeeded Mr. R. N. Rice as Superintendent.

During the year, forty miles of track were relaid, three of which were laid with steel rails, the latter having been found to break more readily than iron. The Jackson, Lansing & Saginaw road has been completed to Saginaw and Bay City, a distance of 114 miles. Of the "Blue Line", this company furnishes 154 of 716 cars in connection with the following roads: Illinois Central; St. Louis, Alton & Chicago; Chicago, Burlington & Quincy; Jackson, Lansing & Saginaw; Great Western; New York Central; Hudson River; Boston & Albany; Housatonic; Providence & Worcester and Worcester & Nashua roads.

On the night of June 4th 1868, the engine house at Joliet was struck by lightning and burned. The engines "Antelope", "Ajax", "Foreigner", "Hinkley" and "Joliet" were considerably damaged. Mr. Sutherland in his report suggests that the proximity of nearby stone quarries would cause the house to be rebuilt of this material with an iron roof. Ever since the lease of the Joliet & Northern Indiana R. R. in 1856, the Michigan Central has operated this road although the Illinois Central has retained their interest.

Among the passenger cars listed are mentioned 2 Pullman sleeping cars with 12 wheels each and 8 Pullman sleeping cars with 16 wheels each. The report mentions the extension of the use of these cars to New York and Boston and the road having an interest in the Pullman Palace Car Co.

In this report appears the last list of locomotives together with the builders. Subsequent lists only show whether the locomotive was inside or outside connected and whether burned coal or wood. A combined list of 1868 and 1869 is given herewith the two latter items being taken from the Report of 1869.

| | | | | | |
|----------------|-----------------|--------|-------|---------|------|
| Racer | Detroit L. W. | 16x22" | 4-60" | Outside | Wood |
| Rambler | Detroit L. W. | " | " | " | " |
| Rattler | Detroit L. W. | " | " | " | " |
| Rover | Detroit L. W. | " | " | " | " |
| Rusher | Detroit L. W. | " | " | " | " |
| Racer | Detroit L. W. | " | " | " | " |
| Fald Eagle | Amoskeag | 16x20" | 4-60" | Inside | Wood |
| White Eagle | Amoskeag | " | " | " | " |
| Black Eagle | Amoskeag | " | " | " | " |
| American Eagle | Amoskeag | " | " | " | " |
| Golden Eagle | Amoskeag | " | " | " | " |
| Grey Eagle | Amoskeag | " | " | " | " |
| Rocket | Amoskeag | " | " | " | " |
| Storm | Amoskeag | 16x22" | 4-58" | Inside | Wood |
| Monitor | Amoskeag | " | " | Outside | Coal |
| Meteor | Amoskeag | " | " | " | " |
| Gladliator | Amoskeag | " | " | " | " |
| North Wind | Amoskeag | 16x22" | 4-66" | Inside | Wood |
| South Wind | Amoskeag | " | " | " | " |
| East Wind | Amoskeag | " | " | " | " |
| West Wind | Amoskeag | " | " | " | " |
| Whirlwind | Amoskeag | " | " | " | " |
| Trade Wind | Amoskeag | " | " | " | " |
| Grey Hound | Lowell | " | " | " | " |
| Fox Hound | Lowell | " | " | " | Coal |
| Wolf Hound | Lowell | " | " | " | " |
| Stag Hound | Lowell | " | " | " | " |
| Arab | Detroit L. W. | 16x20" | 4-66" | Inside | Wood |
| Mameluke | Detroit L. W. | " | " | " | " |
| Circassian | Detroit L. W. | " | " | " | " |
| Corsair | Detroit L. W. | " | " | " | " |
| Egyptian | Detroit L. W. | " | " | " | " |
| Persian | Detroit L. W. | " | " | " | " |
| Herald | Detroit L. W. | 15x18" | 4-60" | Inside | Wood |
| Reindeer | Detroit L. W. | " | " | " | Coal |
| Mayflower | Detroit L. W. | " | " | " | Wood |
| Hurricane | Detroit L. W. | " | " | " | Coal |
| Antelope | Hinkley & Drury | " | " | " | Wood |
| Comet | M. C. R. R. | " | " | Outside | " |
| Gazelle | M. C. R. R. | " | " | " | " |
| Torrent | M. C. R. R. | " | " | " | " |
| Ceres | Amoskeag | 15x24" | 4-54" | Outside | Wood |
| Cataract | M. C. R. R. | 15x18" | 4-60" | Inside | Wood |
| Jupiter | Amoskeag | 16x20" | 6-48" | Inside | Wood |
| Saturn | Amoskeag | " | " | " | Coal |
| Neptune | Amoskeag | " | " | " | Wood |
| Pluto | Amoskeag | " | " | " | " |

| | | | | | |
|----------------|-----------------|--------|-------|---------|------|
| Aetna | Hinkley & Drury | .. | .. | .. | .. |
| Sampson | M. C. R. R. | .. | .. | .. | Wood |
| Giant | M. C. R. R. | .. | .. | .. | Coal |
| Tiger | M. C. R. R. | .. | .. | .. | .. |
| Hercules | M. C. R. R. | .. | 4-54" | .. | Wood |
| Battle Creek | M. C. R. R. | .. | .. | .. | Coal |
| Challenge | M. C. R. R. | .. | 4-66" | .. | Wood |
| Defiance | M. C. R. R. | .. | .. | .. | .. |
| Rocky Mountain | M. C. R. R. | 16x22" | 4-48" | Outside | .. |
| Goliath | M. C. R. R. | .. | .. | .. | .. |
| Vesuvius | M. C. R. R. | .. | .. | .. | .. |
| Hecla | M. C. R. R. | .. | .. | .. | .. |
| Grizzly Bear | M. C. R. R. | .. | 4-58" | Outside | Wood |
| Brown Bear | M. C. R. R. | .. | .. | .. | .. |
| Lion | M. C. R. R. | .. | .. | .. | .. |
| Foreigner. | Rogers | 15x22" | 4-60" | .. | .. |
| Saxon | Rogers | 16x22" | .. | .. | .. |
| America | Rogers | .. | .. | .. | .. |
| Dolphin | Schenectady | 15x22" | 4-54" | .. | .. |
| Grampus | Schenectady | 16x22" | 4-58" | .. | .. |
| Porpoise | Schenectady | .. | .. | .. | .. |
| Salamander | M. C. R. R. | .. | .. | .. | .. |
| Ajax | Amoskeag | 15x24" | 4-54" | .. | .. |
| Atlas | Amoskeag | .. | .. | .. | .. |
| Black Bear | Detroit L. W. | 16x20" | 6-48" | Inside | .. |
| Mars | Detroit L. W. | 16x22" | 4-58" | Outside | .. |
| White Bear | Detroit L. W. | .. | .. | .. | Wood |
| Niagara | Detroit L. W. | .. | .. | .. | .. |
| Penisular | Detroit L. W. | .. | .. | .. | .. |
| Washington | Detroit L. W. | .. | .. | .. | .. |
| Twilight | Detroit L. W. | .. | .. | Inside | .. |
| Atlantic | Detroit L. W. | .. | .. | Outside | .. |
| Pacific | Detroit L. W. | .. | .. | Outside | Coal |
| Arctic | Detroit L. W. | .. | .. | .. | Wood |
| Baltic | Detroit L. W. | .. | .. | .. | .. |
| White Cloud | Manchester | 16x20" | 4-66" | Inside | .. |
| North Sea | Manchester | 16x22" | 4-58" | Outside | .. |
| South Sea | Manchester | .. | .. | .. | Coal |
| Red Sea | Manchester | .. | .. | .. | Wood |
| Caspian Sea | Manchester | .. | .. | .. | .. |
| Black Sea | Manchester | .. | .. | .. | Coal |
| White Sea | Manchester | .. | .. | .. | Wood |
| Globe | Globe | 16x20" | 4-54" | Inside | .. |
| Hinkley | Hinkley & Drury | 14x22" | 4-54" | Outside | .. |
| Vulcan | Hinkley & Drury | 15x18" | 4-54" | .. | .. |
| Swallow | M. C. R. R. | 12x17" | 4-48" | .. | .. |
| Detroit | Boston L. W. | 12x20" | 4-48" | .. | .. |
| Marshall | Boston L. W. | .. | .. | .. | .. |
| Michigan City | Boston L. W. | .. | .. | .. | .. |
| Chicago | Boston L. W. | .. | .. | .. | .. |
| Joliet | Boston L. W. | .. | .. | .. | .. |

Report of 1869.

| | | | |
|------------------------------|-----|----------------------------|------|
| Miles Operated | 315 | No. of Locomotives | 100 |
| Detroit to Chicago & Joliet. | | No. of Passenger Cars | 109 |
| | | No. of Freight & Work Cars | 1809 |

During the year the Kalamazoo, Allegan & Grand Rapids R. R. was completed between Kalamazoo and Grand Rapids. Four trains each way daily are run between Detroit and Chicago,

a local between Detroit and Dexter which must soon be extended to Jackson. Day and night trains are run between Chicago and Michigan City to make the through service to Lafayette, Indianapolis, Cincinnati and Louisville. The uniform equipment as furnished by the "Blue Line" has decreased the delays and improved the service. The statement is made that the road, since its opening, has carried 10,120,022 passengers and not one has been hurt inside a first class passenger coach of this company. During the year, 15 day coaches were provided with the Miller compression platforms and canopies, making the roof continuous when in a train and excluding cinders from the platform and door openings.

Report of 1870.

| | | | |
|------------------------------|-----|-------------------------------|------|
| Miles Operated | 315 | No. of Locomotives | 100 |
| Detroit to Chicago & Joliet. | | No. of Passenger Cars | 120 |
| | | No. of Freight & Work Cars... | 1890 |

For many years the State of Michigan, so far as railway improvements has been concerned, has remained almost stationary. The ease with which money could be procured the last year, the success of the Jackson, Lansing & Saginaw R. R., has caused many enterprises to be projected and many of them are mentioned in this report. The Grand River Valley R. R., between Jackson and Grand Rapids, 94 miles was leased April 18, 1870. The Michigan Air Line, a portion of it having been completed between Jackson and Niles, was originally intended to run from Chicago and connect with contemplated roads across Canada, connecting with them at St. Clair. A road from Jackson to Ft. Wayne is now nearly completed. From Grand Rapids, the Grand Rapids & Lake Shore R. R. is being built to Manistee through Muskegon, Whitehall and Pentwater. The Chicago & Michigan Lake Shore R. R. is in operation between New Buffalo and St. Joseph and is building northwards to connect with the Grand Rapids & Lake Shore R. R. During the year the Kalamazoo, Allegan & Grand Rapids R. R. was leased to the Michigan Southern R. R., much to the disappointment of the Michigan Central who had helped the road financially and expected a large amount of traffic from it. The Grand Rapids & Indiana R. R., building from Ft. Wayne, Ind., through Kalamazoo to Grand Rapids and northern points will furnish a much shorter road than the K. A. & G. R. R. R. The Kalamazoo & South Haven R. R. will also be a feeder to this road. From Glencoe, on the

Great Western Ry., a direct road is being built to Buffalo which will be of great value to this road.

Through Pullman Drawing Room and Sleeping cars are now operated between Chicago and Detroit, London, Suspension Bridge, Rochester and New York, without change of passengers.

Mention is made of a working agreement with the Grand Trunk Ry. by which cars of an adjustable gauge are run between Chicago and Canadian points and Northern and Eastern New England without transfer.



A Michigan Central Locomotive of the '80's.

Courtesy N. Y. C. Lines Magazine

Report of 1871.

| | | | |
|-----------------------------------|-----|-------------------------------|------|
| Miles Operated | 449 | No. of Locomotives | 128 |
| Detroit to Chicago, Joliet, Grand | | No. of Passenger Cars | 126 |
| Rapids & South Haven. | | No. of Freight & Work Cars... | 1908 |

During the year, the Grand River Valley R. R., leased April 18, 1870, was opened for traffic. The Kalamazoo & South Haven R. R. was also opened for traffic and leased.

The great amount of traffic and the high speed of passenger trains have caused undue wear with the iron rails. Accordingly it was decided to lay the entire distance between Detroit and Jackson with steel rails. During the year, the Supreme Court of Michigan decided that the bonds issued by the municipalities to aid the construction of the Air Line Co. were invalid. Ac-

cordingly, the Michigan Central agreed to finish the road and to lease it upon its completion. During the year, a road from Ypsilanti to Hillsdale, a distance of 60 miles has been built which will act as a feeder to this road. The Ft. Wayne, Jackson & Saginaw R. R. has been opened from Jackson to Ft. Wayne and the Chicago & Michigan Lake Shore R. R. has been opened from New Buffalo to Montague, a distance of 150 miles.

During the year the Westinghouse air-brake was placed upon all day passenger trains.

Report of 1872.

| | | | |
|-----------------------------------|-----|-------------------------------|------|
| Miles Operated | 563 | No. of Locomotives | 163 |
| Detroit to Chicago, Joliet, Grand | | No. of Passenger Cars | 126 |
| Rapids, South Haven & Saginaw. | | No. of Freight & Work Cars... | 3062 |

In August, 1871, the Jackson, Lansing & Saginaw R. R. was leased by the Michigan Central R. R.

The Chicago fire destroyed all the buildings owned by this road in Chicago. As the result of this fire, there was a great demand for brick, lumber and other building material, that made it difficult for this road to handle with its facilities in a crippled condition in Chicago. The last winter was very severe and there were two periods of about two weeks each when the ferries could not run. This caused Michigan Central freight to be held on both sides of the Detroit River until such time as the ice permitted the ferries to run. The severity of the winter, together with the heavy traffic, caused the iron to give way rapidly and from December to March, thirty-five miles of rail were removed and replaced. During the year ninety-five miles of steel rail were laid. Double tracking the road from Detroit to Ypsilanti, 30 miles and from Niles to Lake Station, fifty-eight miles, for between these places occurs the heaviest amount of traffic.

Report of 1873.

| | | | |
|-----------------------------------|-----|-------------------------------|------|
| Miles Operated | 563 | No. of Locomotives | 210 |
| Detroit to Chicago, Joliet, Grand | | No. of Passenger Cars | 165 |
| Rapids, South Haven & Saginaw. | | No. of Freight & Work Cars... | 4280 |

President Joy, in this report, has very clearly stated the reasons why corporations, in order to progress, must spend money. The Michigan Central was feeling keenly the effects of competition. The earnings per ton mile had fallen from 3.06 cents in 1865 to 1.57 cents in 1873. In order to maintain their

freight earnings to the 1865 level, more than twice as much freight must be carried and in order to do this, the "plant" must be enlarged by purchases of new locomotives and cars, enlarging terminal facilities and increase in trackage. This the Michigan Central was steadily doing, but the chief obstacle was its eastern connection, the Great Western Ry. This company, managed by conservative English capitalists was slow in grasping the situation. For two years the Michigan Central had been trying to eliminate the delay in the winter months to freight and passengers with a tunnel under the river at Detroit. The character of the earth was such as to cause them to abandon the scheme and it was not until nearly forty years later that the tunnels were finally built. The Grand Trunk Ry., starting from the Detroit Station grounds of the Michigan Central, crossing the St. Clair River at Sarnia, where the current is swift and seldom freezes had continued to build to Buffalo over the International Bridge, offers another outlet for the Michigan Central. The Great Western people began to bestir themselves and during the year announced they intended to provide double track from Detroit to Glencoe, the point where their loop-line diverged to Buffalo. Additional locomotives and freight cars have been contracted for. In addition to this, a new road, the Canada Southern was being built from across the river at Detroit to operate over the International Bridge to Buffalo. Prospects were considerably brighter for the Michigan Central for an eastern outlet. In the State of Michigan, the Jackson Lansing & Saginaw road was being extended to the Straits, connecting with the Mackinac & Marquette R. R. In view of this, the Michigan Central had aided in the construction of the Detroit & Bay City R. R., to form an outlet for this business into Detroit.

During the year, Mr. A. S. Sweet, Superintendent of the Machinery Department died.

Report of 1874.

| | | | |
|--|-----|-------------------------------|------|
| Miles Operated | 563 | No. of Locomotives | 210 |
| Detroit to Chicago, Joliet, Grand Rapids, South Haven & Saginaw. | | No. of Passenger Cars | 158 |
| | | No. of Freight & Work Cars... | 4263 |

The improvements mentioned in the previous report have begun to have an effect on the Michigan Central. Tonnage increased 12½% although the earnings only reflected an increase of 6½%. The improvements on the Great Western Ry., reducing the delays on that road have also reduced the delay in the

connections of trains on this road. The improved service given by the opening of the International Bridge has given continued good results in connection with the Grand Trunk and Canada Southern Railways.

Report of 1875.

| | | | |
|--|-----|-------------------------------|------|
| Miles Operated | 739 | No. of Locomotives | 211 |
| Detroit to Chicago, Joliet, Grand Rapids, South Haven, South Bend, & Bay City. | | No. of Passenger Cars | 158 |
| | | No. of Freight & Work Cars... | 4922 |

During the year, the Jackson, Lansing & Saginaw road has been extended towards the Straits, to connect with the Mackinac & Marquette R. R., which is still building. The control of the Detroit & Bay City R. R. has passed to the Michigan Central. Another road, the Chicago & Lake Huron R. R., is being built across the State and is nearly completed. This is built from Battle Creek in the direction of Chicago, parallel with the main line of the Michigan Central and to extend eastwards to Port Huron. The State of Michigan chose to give charters to many enterprises which men with saner minds would not have contemplated. Later day events prove this but for this period it meant no little trouble for the road already established as there was no friendliness between them as evinced in the two chief roads—the Michigan Central and the Lake Shore & Michigan Southern.

Report of 1876.

| | | | |
|--|-----|-------------------------------|------|
| Miles Operated | 859 | No. of Locomotives | 206 |
| Detroit to Chicago, Joliet, Grand Rapids, South Haven, South Bend, & Bay City. | | No. of Passenger Cars | 158 |
| | | No. of Freight & Work Cars... | 4919 |

While tonnage has increased, the freight revenue was slightly larger than last year due to the controversy between the Boston & Albany and the New York Central & Hudson River roads in west bound freight as against the Vermont Central and Grand Trunk roads. The result of this controversy was so detrimental to property, north of the Ohio and east of the Mississippi Rivers, that the managers of the roads east of Chicago attempted relief by pooling the freight business from Chicago upon certain agreed terms.

Conclusion

The Michigan Central, many of whose stockholders lived in Boston, had slowly been coming under the domination of New York interests. Mr. Samuel Sloan, formerly Vice President, succeeds Mr. James F. Joy, in the report of 1877. Two years later, Mr. Sloan is succeeded by Wm. H. Vanderbilt and its allegiance to the New York Central System is begun.

Later reports became very matter of fact and there is none of the confidential discussions and explanations to the stockholder. Of the recent history, we are not concerned. The road has grown and prospered under its latest owners far beyond the fondest dreams of Messrs. Brooks and Joy, and forms today an important link in "The Niagara Falls Route".

Michigan Central R. R.

| Years Ending May 31. | Number of Passengers | Passenger Earnings | Tons of Freight | Freight Earnings | Net Earnings | Divi- dends Paid |
|----------------------------|-------------------------|-----------------------|--------------------|---------------------|-----------------|------------------------|
| 1847 | 41223 | \$ 121830.72 | — | \$ 219920.82 | \$ 123132.61 | — |
| 1848 | 73656 | 138649.53 | 45919 | 207094.53 | 199189.06 | 8 % |
| 1849 | 96070 | 197767.56 | 59194 | 214439.20 | 188195.77 | 8 % |
| 1850 | 152672 | 368436.70 | 81066 | 279056.13 | 390323.29 | 8 % |
| 1851 | 191852 | 490119.68 | 134208 | 412362.50 | 605682.74 | 9 % |
| 1852 | 221200 | 581477.24 | 123127 | 418938.97 | 665200.36 | 14 % |
| 1853 | 247552 | 589489.32 | 161226 | 497183.35 | 586938.93 | 8 % |
| 1854 | 357936 | 855917.54 | 216583 | 673019.70 | 675468.26 | 8 % |
| 1855 | 503774 | 1246409.90 | 241825 | 900446.03 | 879656.25 | 6 % |
| 1856 | 550780 | 1497864.91 | 231293 | 1209924.74 | 1228624.82 | 10 % |
| 1857 | 593630 | 1610415.75 | 328939 | 1413492.47 | 1021403.33 | 10 % |
| 1858 | 461957 | 1321039.56 | 276294 | 1033748.32 | 897439.48 | 5 % |
| 1859 | 361527 | 938609.39 | 235123 | 831456.46 | 765396.79 | — |
| 1860 | 324422 | 803507.97 | 295276 | 962621.70 | 755461.35 | — |
| 1861 | 327775 | 775228.53 | 378570 | 1218186.29 | 920328.26 | 3 % |
| 1862 | 308829 | 724915.48 | 463112 | 1559060.98 | 1212088.48 | 3 % |
| 1863 | 447362 | 889682.28 | 564827 | 1983757.35 | 1674200.83 | 8 % |
| 1864 | 645759 | 1262415.07 | 542410 | 2073274.71 | 1714423.58 | 12 % |
| 1865 | 852889 | 1771813.60 | 485275 | 2233529.47 | 1739269.94 | 18 % |
| 1866 | 902826 | 2061335.05 | 533451 | 2208591.82 | 1638141.59 | 15 % |
| 1867 | 823474 | 1824225.75 | 578177 | 2285521.69 | 1498713.30 | 10 % |
| 1868 | 786404 | 1721506.97 | 638586 | 2480974.16 | 1756334.00 | 10 % |
| 1869 | 846452 | 1795806.11 | 802835 | 2755200.48 | 1829349.50 | 10 % |
| 1870 | 865582 | 1914921.75 | 823770 | 2634438.87 | 1693373.02 | 10 % |
| 1871 | 814493 | 1738181.38 | 1105875 | 3072557.58 | 1439865.70 | 10 % |
| 1872 | 774349 | 1687256.49 | 1238313 | 3379625.54 | 1593725.36 | 10 % |
| 1873 | 852352 | 1785716.33 | 1416792 | 3852933.41 | 2000068.81 | * |
| 1874 | 877446 | 1803247.76 | 1593954 | 4086785.12 | 1976761.03 | — |
| 1875 | 831489 | 1793727.66 | 1641280 | 3692267.01 | 1919124.19 | — |
| 1876 | 893279 | 1663642.65 | 1858231 | 3664340.20 | 2048061.83 | — |

*\$5.00 cash and 4% in stock.



